

The National *Falcon* News



Pete Diaz
Attleboro, Massachusetts

November 1999

The Falcon News

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113 ♦ **The Falcon News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@aol.com. No phone calls for Falcon Club business. Copy must be received by the first of the month preceding date of issue.

FALCON CLUB OF AMERICA OFFICERS — 1999-2000

President:	Steve Springer, 6600 Rotan Drive, Austin, TX 78749	512-899-3527
Vice President:	Russell Hoeksema, 4519 56th St., W. Bradenton, FL 34210	941-792-0282
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	Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576	228-466-4349
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Internet Director:	Dave Wagner, 2605 Stafford Woods Pl., Plant City FL 33565	813-986-2435
Partsmaster:	Gerald Gasser, 73 Rose Lawn Ave., Fairport, NY 14450	
Chapter Coordinator:	Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621	303-857-9360
Head Tech Advisor:	Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467	716-334-6779
Research Director:	Ray Roberts, 12272 W Atlantic Dr., Lakewood, CO 80228-4426	303-986-8932
Web Site:	www.falconclub.com	

Board of Directors		(Number of years remaining in term)
James Baxter	1192 Mirror Lake Rd. Lincolnton, N.C. 28092	ncfalcon@tntie.com (5)
Ronnie Crawford	66 Pearl St., #407 Denver, CO 80203	303-722-7231 (4)
Chuck Beason	2855 Armadillo Trail, Titusville, FL 32780-7513	407-383-1955 (3)
Althea Fleeman	P.O. Box 746, Savannah, TN 38372	901-925-9533 (2)
Jan Brown	4147 WCR 31, Ft. Lupton, CO 80621	303-857-9360 (1)

Regional Directors				
North Eastern Region	Chet Wisneski	RR 1 Box 9A	Shickshinny PA 18655	717-542-4059
South Eastern Region	Ken Earnhardt	544 Old Farm Rd	Concord NC 28025	704-786-2722
North Central Region	Ken Kenoyer	Rt 1	Cumming IA 50061	515-981-4800
South Central Region	Larry Fleeman	PO Box 746	Savannah TN 38372	901-925-9533
South Western Region	Danny Rosewell	420 Old Hwy 1187	Burleson TX 76028	817-551-5773
Mountain Region	Ron Brown	4147 WCR 31	Ft. Lupton CO 80621	303-857-9360
Pacific Region	Al Aiello	5915 Chandler Court	Santa Rosa CA 95409	707-539-2860

Cover— Pete Diaz

Pete Diaz of Attleboro, Massachusetts is a member of the Northeast Chapter and sent these photos of his 1963 Futura hardtop. He has owned the car for eight years, after becoming interested in Falcons as a collectible car in 1989. He chose the Falcon because of the simplicity of maintenance and styling.

Pete found the Falcon in a used car lot that was going out of business and bought it for \$800. The car was in good original condition when he bought it and Pete hopes to have it reupholstered and repainted in the near future.

Pete's Falcon has a 170 cubic inch engine with a Fordomatic transmission, bench seats and black interior.

Do you have a photo of your Falcon that you think should be on the cover of The Falcon National News? Send it to the Editor along with a paragraph or two describing the car. Please include a self addressed STAMPED envelope if you want your photo returned.

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NOTE TO ALL MEMBERS: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



Regularly Scheduled Chapter Meetings

Alamo Chapter
2nd Sun - monthly
(210) 494-8205
Pig Stand
1508 Broadway,
San Antonio

Blue Ridge Chapter
3rd Sun - monthly
Greer, SC
(864) 895-3039
cbsprint@aol.com

Buckeye Chapter
2nd Sat - bimonthly
(303) 825-5708

Capitol City Chapter
3rd Sat. - monthly
Bob's BBQ, Round Rock TX
(512) 376-1940

Carolinas Chapter
1st Mon - monthly
(704) 735-5077
Prime Sirloin, I-85 & Billy
Graham Pkwy.

**Central California
Falcons**
1st Tues. 7:00 PM, Rusty's
Pizza —Ming Ave. and
Ashe Rd., Bakersfield, CA,
805-588-9468

**Early Falcon Car Club
of Victoria, Inc.**
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
4th Sun - monthly
(314) 946-6047

Great Lakes Chapter
3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter
1st Sun - monthly
(317) 357-0235
Steak & Shake,
Speedway, IN 3 pm

Lone Star Chapter
3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons
1st Wed. — 7pm
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter
1st Fri - monthly
(816) 679-5636

Mile Hi Chapter
3rd Fri - monthly
(303) 857-9360

NE Texas Chapter
2nd Sat - monthly
(903) 759-6850

River City Chapter
2nd Tue - monthly
(916) 725-4110

Sonoma County
1st Thur - monthly
(707) 539-2860

Southeast Chapter
1st Sun - monthly
(770) 483-5249

Space City Chapter
2nd Tue - monthly
(281) 476-4688

Starting a New Chapter - If you want to explore the possibility of starting or reactivating an FCA Chapter in your area, first contact Chapter Coordinator Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621 — 303-857-9360. Please send a notice to the Editor of the Falcon News for publication in the next issue. Be sure to list your correct address and phone number so others in your area can contact you.

President's Message

November is a month to reflect and be thankful for our many blessings. Carol and I are blessed in so many ways, one of which is our extended family – the Falcon Club of America. We would like to take this opportunity to thank the many volunteers within our club: every officer, board member, volunteer officer, regional director, editor, internet director, technical advisor, parts master, and club store manager on the National level. It is important to thank the chapter president, vice president, treasurer, secretary, editor and the many chapter members who help out with the national meets, regional meets, all Ford shows, picnics, raffles and various other events. Without these volunteers and their dedication, the club would not be what it is today. Every one of these individuals is donating their time and efforts to your club. Next time you talk with one of these folks please let them know how much you appreciate their contribution.

Let's also take time to thank the many vendors for their support through out the past year. These are the folks who have helped make the National and Regional meets the great events they are. Without their products we would not have the quality of restored Falcons you see today.

On a business note, I want to remind all chapters that one of the requirements of maintaining a chapter charter is to submit a chapter roster each year in the month of January. Failure to submit the chapter roster will move your chapter to an inactive status. The chapter contact person listed in the monthly newsletter and on the website will be changed to the Regional Director. After 90 days as inactive, the chapter will be closed. Please review the Chapter by Region listing on the jacket of this month's issue and check the list of Chapters on page 14 for which no roster has been submitted. If your chapter is moved to an inactive status in error, please contact your Regional Director. In order to return the chapter to active status, simply submit a current roster to Secretary Joe Tatti. Every chapter represents the National Club on a local basis and failure to follow the chapter guidelines jeopardizes the reputation of the National Club. Your cooperation on this issue is greatly appreciated.

The upcoming winter months are a great time to start making your to-do lists for your Falcon upgrades and next year's National meet in California. Don't forget the Club Store when you are making your list for Santa or doing your holiday shopping.

A big thank you to the Gateway Chapter for the great job on their All Ford Show and the Founder's Chapter for their super Regional Meet. We will look forward to seeing photos of both events in upcoming issues, so send them to the National Editor along with a brief description.

Happy Thanksgiving

Steve and Carol

ADDRESS CHANGING? NOT RECEIVING YOUR NEWSLETTER? NEED TO RENEW YOUR MEMBERSHIP?

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Her address is on page 2 of every issue of the Falcon National News. Her email address: RubyRTFCA@aol.com

The Falcon Sprint: A New-Sized Ford For A New Market — Part III

By Brian Sullivan

In the last installment of this series, we took an in-depth look at Falcon Sprint production numbers, and how the entries in my Sprint database compared to these numbers. We looked at Sprint production by manufacturing plant. Finally, we looked at the Vehicle Identification Numbers (VINs) in the Sprint database. In this installment, we will continue this examination by looking at some other production numbers in an effort to better understand how Falcon Sprints were being equipped.

VEHICLE WARRANTY (DOOR) PLATE

The Vehicle Warranty Plate, or Door Plate, is the stamped metal tag mounted on the inside edge of the driver's door. This plate contains a number of production codes important to our reconstruction of Falcon Sprint history. Unfortunately, several Sprints in the database are victims of time and other conditions which resulted in the loss of their door plates. About ten percent of the Sprints in the database have no door plate. For some of these, I have been able to reconstruct at least part of the codes, such as the color code and transmission code. As we discuss this section of the survey, I will note when I exclude those Sprints missing data plates from the percentage totals.

By way of review, the Vehicle Warranty Plate contains the car's Vehicle Identification Number, along with codes for the vehicle's body style, exterior color, interior trim color, scheduled build date, District Code (DSO), axle ratio, and transmission.

BODY STYLE CODE: This is a duplicated code. Its statistics were discussed earlier in this series.

COLOR CODE: Perhaps the most obvious use of this database is determining what color was the most popular during Sprint production. Overall, the short answer is that White was the winner. Almost one-quarter (21.4%) of all Sprints were painted White. Second place went to Red (19.06%), then Black (11.71%). With over half of all Sprints sold painted these three basic colors, the rest of the field was quite psychedelic. The other colors, in order of popularity, were Light/Medium Blue (7.36%), Burgundy (7.36%), Blue/Green (4.01%), and Silver (3.70%). All other colors made up less than three percent of registered cars, while about six percent gave no color code at all because of missing door plates. I used generic color names in these results, rather than attempt to break down the entries by Ford's color name unique to each model year (Champagne, Rangoon Red, Ming Green, etc.). One

1965 Sprint in the database was painted a Mustang-only color, Springtime Yellow (code 8), so non-Falcon colors were entering the equation as well at the factory level.

We should keep in mind that these numbers may be skewed slightly, simply because the cars with the more popular colors may have a higher rate of survival. I should note that I attempted to break down by color preference each model year, but found no significant difference from year to year. One final point is that Sprint convertibles with the color code J (Red), made up 24.74% of all convertibles registered, while J-code hardtops made up only 15.96% of all registered hardtops. All other colors showed no significant statistical difference between body styles.



TRIM CODE: Whatever wide-range of colors Sprint owners and dealers chose for the exterior of their cars, they remained quite conservative when trimming the interiors. Black and Red interiors accounted for half of all the Sprints registered, 27.18% and 24.04% respectively. Light Blue (11.15%), and Turquoise (10.10%) were the other two colors which scored higher than five percent of the database. Six percent of the registered cars gave no trim code.

DATE CODE: The data code stamped on the doorplates is the date when the car was scheduled to complete final assembly. It may or may not reflect the actual day that

— continued on page 12

9TH Annual FCA Pacific Regional Meet Held in Sacramento

The 9th Annual FCA Pacific Regional Meet was held at the Radisson Hotel in Sacramento on June 11-12, 1999, in the same location for the Year 2000 National Convention. Eighty-five Falcons were registered for the Show and everybody enjoyed themselves thoroughly. With goodie bags properly stuffed, participants gathered for the traditional Friday Night Cruise. Approximately 35 Falcons and Comets cruised the busy streets of Downtown and Old Town Sacramento. Afterward, the group headed to a nearby mall where several restaurants choices for dinner beckoned.

The weather was beautiful with sunny skies during the day, and cool breezes at night. The nearby hospitality room offered rest and refreshments. There were lots of raffle prizes this year, including the grand finale gift certificate worth \$300 donated by Falcon Enterprises.

On Saturday night, the awards banquet was held with Rosie Wilson, River City Chapter President presiding over the festivities. Steve Springer, FCA President and Carol attended the meet and Steve addressed the banquet.

The River City Chapter is busily preparing for next year's National Event. This will be the first time that the Nationals have been held on the west coast and a large turnout is anticipated.

Time to start that California dreaming!



Has your Chapter done something newsworthy? Send details and photos to the Editor for inclusion in The Chapter News.

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FCA BUSINESS MEETING — July 17, 1999

The 19th annual FCA National Business meeting was held on July 17 at 2:00 P.M. at the Holiday Inn in Charlotte North Carolina.

President Steve Springer thanked the Carolinas Chapter, on behalf of all FCA members, for the outstanding job they did in hosting this year's convention. Over 200 falcons and about 500 members were in attendance this year. Steve asked James Baxter and Butch Willis to introduce their chapter's officers and members present. A round of applause was given to the Carolinas members. Steve introduced all the FCA officers-elected and volunteers.

Vice President Russ Hoeksema, introduced the regional directors. Each director in turn asked for a roll call of chapters from their respective regions. Russ asked all that were not chapter members, but in attendance, to rise. Russ also acknowledged any overseas members in attendance. Special recognition was given to chapter newsletter editors who contribute a great deal to the success of the chapters.

Rosie Wilson, president of the River City chapter, Al Aiello and Steve Dolar invited everyone to Sacramento in July 2000. The theme will be 40 years of Falcons. President Springer called the meeting to order by asking for the minutes of the last meeting. Lloyd Marshment (#7115) made a motion to accept the minutes as read with Bill Hauke (#5111) seconding. Motion carried.

Bonnie Stringer gave the following Treasurer's report. Balance on hand as of June 30, 1998 was \$5993.06 with income of \$90,317.11 giving a total of \$96,310.17. Disbursements totalled \$75,790.98 leaving a balance on hand as of June 30, 1999 of \$20,519.19. The special FCA account balance on hand as of June 30, 1998 was \$4942.36. Income for this account was a \$2000.00 donation from Mrs. Shrable Williams and a \$500.00 payment from the club store for the sewing machine giving a total income of \$2500.00. Disbursements were \$13.00 leaving a balance on hand as of June 30 1999 of \$7429.36. The Corresponding Secretary account balance on hand as of August 31 1998 was \$3500.00 with \$24,130.00 being transferred from the regular account giving a total of \$27,630.33. Disbursements were \$24130.00, leaving a balance on hand as of June 30, 1999 of \$2974.40. Bonnie thanked the Suncoast chapter for donating \$500.00 towards the purchase of a new computer database. Mike Repucci (#8483) made a motion to accept the report. Joe Stowe (#2905) seconded and the motion carried.

The Audit report was requested. On Thursday, July 15, 1998 the auditing committee composed of Lyn VanDierendonk, Joan Fuerst and Charles Schafer met with Bonnie Stringer, Treasurer and gave the following recommendations.

1. The Treasurer should be a signator on all accounts.
2. The Treasurer should replenish petty cash at least once a month.
3. The Corresponding Secretary should make a request for cash on a standardized form and attach receipts. Rosie Wilson (#5998) made a motion to accept the report as stated with Mark Sword (#1000) seconding. The motion carried.

Bonnie Stringer thanked her daughter and the Fuerst family for their help in the Club Store.

Old Business:

1. Steve replied to the Comet issue by stating that the Board of Directors does not see any need to change the bylaws at this time. The Falcon Club of America is open to all who have an interest in the preservation of the Falcon car.

New Business:

1. Election of officers:
The floor was opened for nominations to the position of President. Ron Brown (#2254) nominated Steve Springer. Bob Match (#8005) seconded. Jim Clements (#5197) made a motion to close nominations. Carl Cline (#1475) seconded. The motion carried. Steve accepted and remains as President.

The floor was opened for nominations to the position of Vice-President. Bonnie Stringer (#938) nominated Russ Hoeksema. Roy Sword (#0001) seconded. James Baxter (#4976) made a motion to close nominations. The motion was seconded by Phil Warren (#1234) and was carried. Russ accepted and remains as Vice-President.

The Board of Directors re-appointed Joe Tatti as Recording Secretary and Bonnie Stringer as Treasurer for another year. Board member, Don Anderson retired. The following members were nominated.

1. James Baxter- by Barry Bennett (#6977) seconded by Scott Smith (#1909).

2. Ray (Butch) Willis- by JC Teeter (#3988) seconded by Bob Ferguson (#5668).

Ray Chevalier (#3076) made a motion to close nominations, which was seconded by Al Aiello (#2502). The motion carried. After the votes were tallied, James Baxter was elected.

2. Ray Chevalier of the Northeast Chapter invited everyone to the 2001 convention. Ray introduced the organizing committee for the convention and promised to layout the convention highlights next year. In the meantime the membership was invited to read the convention proposal booklet. Ray also invited everyone to the NE chapter's regional meet on August 21.

3. The Board of Directors- highlights from the meeting held on July 14.

3.1 Inactive chapters

Any chapter that has not yet sent a current roster to the Recording Secretary by mid September will be made inactive and all correspondence for that chapter will be done through the Regional Director. The chapter listing will have the Regional Director as the contact person.

A letter signed by the Regional Director will be sent to the chapter president prior to mid September dictating the deadline for roster submission and the reason for the inactive listing.

3.2 Computer upgrades

The club is purchasing new computers and software. This is necessary because the existing equipment cannot communicate with current databases and software. As well, the existing equipment is not Y2K compatible. Some changes may be noticeable to the membership such as the renewal notices format.

3.3 The board has recommended some bylaw changes.

3.3.1 Article V, section F - The national convention awards be standardized in size and classes. The plaques will be stocked in the club store to be purchased by the host chapter. The host chapter would be able to put a sponsor's name in the lower part of the plaque. Any unused awards to be used at future conventions. This recommendation will bring consistency and reduced costs for future conventions.

3.3.1.1 After some discussion the original motion was not accepted by the membership. It was decided to split the motion into 2 parts. The first part was a proposal to standardize the size of the national convention awards. Examples were displayed by Russ of a class winner and a place finisher award. The existing special classes in the bylaw would not be affected (e.g. Longest Distance, Oldest Falcon, Ladies Choice, and Best of Show). Ron Brown (#2254) made a motion to accept and Roy Sword (#0001) seconded. A vote was held and the motion carried by a vote of 127 to 4.

3.3.1.2 The second part of the proposal, to standardize the classes, was deferred. Howie Wheeler (#0115) made a motion to table the standardization of the classes until the board has submitted a written proposal to be published in the newsletter and the membership can discuss the proposal. Mike Repucci (#8483) seconded and the motion passed.

3.3.2 Article IV section D subsection 2 - add paragraph C- only 1 active member from each chapter may serve as a board member. at any given time. A chapter is defined as the home chapter or the chapter located in the city where the member lives. Present board members are not affected by this bylaw change. Ray Chevalier (#3076) made a motion to accept the proposal. Joe Stowe (#2905) seconded. A vote was held and the motion carried by a vote of 98 to 6.

4. Upcoming chapter functions:

Northeast Chapter Regional in Farmington Connecticut on August 21.
Great Lakes Chapter 1st Car Show in Turkeyville Michigan on August 27
Founder's Chapter Regional Meet in Arkansas in October 1999
Music City Chapter Regional Meet in Nashville Tennessee, Memorial Day Weekend, 2000

Heart of Texas Regional Meet in October 2000, details to follow

5. Althea Fleeman updated the membership on the Convention Guidelines booklet. The booklet is usable but not finished. For a copy of the booklet or if you have any questions, contact Althea.

6. President Springer asked for bids for the 2002 convention. Bids must be submitted to the Board of Directors.

7. Scott Smith (#1909) made a motion to adjourn. Mike Repucci (#8483) seconded. The meeting was adjourned.

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1960-65 Falcon windshield seal.

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#C3DZ-6303110-A

1963-65 Falcon windshield seal.

2 dr hrdtp & convrt. (#63) \$77.50



TRUNK LID SEALS

#COMB-6443720-C

1960-63 Trunk lid seal. \$17.50

#C3AZ-6243720-A

1964, 1967-70 Trunk seal. \$17.50

#DOAZ-6243720-A

1965-66 Trunk lid seal \$27.50



1960-1970 Ford Falcon Parts Catalog \$3

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1960-70 Mercury Comet

1963-66 Ford Ranchero

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#CODZ-6220530-PR

1960-65 Door seal kit. Fits 2 dr wgn

2 dr sdn #62, Ranchero \$75.00pr

#C1DZ-7120530-SET

1960-63 Door seal kit. Fits 4 dr wgn

#71, does 4 doors \$200.00 kit

#CODZ-7320530-SET

1960-65 Door seal kit. Fits 4 dr sdn.

Does 4 doors. \$170.00 kit

#C3DZ-7620530-PR

1963-65 Door seal kit. Fits 2 dr

hrdtp & convrt. \$85.00pr

#C4DZ-6206010-A

1964-65 Falcon Glove Box Liner

Assembly \$15.00ea



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1966-67 Falcon "FORD" Hood Letter Set #C5AZ-16606-S



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#C3DZ-13208-A 1962-65 Falcon amber park light lens. Fits

right or left. \$6.50ea

#C2DB-13211-A 1962-65 Falcon park light lens gaskets \$3.50pr

#C40Z-13208-A 1964-67 Mercury Comet park light lens. Fits

right or left. \$6.50ea

#C1AB-13211-A 1964-67 Comet park light lens gaskets \$3.50pr



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1960-64 Falcon, Interior Arm Rests (black) All models except

Sprint/ Futura #B9A-6424140-BL right side \$30.00ea

#B9A-6424141-BL left side \$30.00ea



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TREASURER'S CONSOLIDATED REPORT FOR FCA FOR 1998-1999

Balance on hand June 30, 1997	\$5,993.06
Income:	
Dues	80,504.11
Advertising	7858.00
Insurance	0
Tech Tips	1385.00
Donation from Suncoast Chapter	500.00
Other	70.00
	\$90,317.11
	<u>\$90,317.11</u>
Total Income	96,310.17
Disbursements:	
Newsletter Printing	\$27,828.59
Newsletter Postage (Interim)	3850.84
Establish Correspondence Secretary Acct	3500.00
Editor's Expenses	4848.24
Kwik Copy	6220.81
Database	300.00
Internet	350.00
Office Supplies	192.05
Insurance	1984.00
All Other Printing	1237.54
Corresponding Secretary Expenses (Interim)	700.00
Corresponding Secretary Account	
(includes newsletter postage, other postage, office	
supplies and petty cash)	<u>\$24,130.33</u>
Total Expenses	\$75,790.98

Balance on hand June 30, 1999 \$20,519.19

FCA Special Account Report:

Balance on hand June 30, 1998	4942.36
Income:	
Club Store machine payment(Balance \$1000)	500.00
Donation from Mrs. Williams	<u>2000.00</u>
	\$2500.00

Total Income: \$7442.36

Disbursements:

New Checks: \$13.00

Balance on hand June 30, 1998 \$7429.36

Corresponding Secretary Account

Balance on hand August 31, 1998 \$3500.00

Income (Transferred from Regular FCA Account) \$24,30.00

Disbursements (newsletter postage, other postage, office supplies, petty cash) \$24,30.33

Balance in hand June 30, 1998 \$2974.40

(The last \$525.60 has been routed to bring the balance to \$3500.00 and will show on the July 1999 report)

Falcons on the Web:

For information and current events:

www.falconclub.com

SEEING RED



The Space City Chapter of the Falcon Club of America hosted the car show at the Fun Ford Weekend May 1 & 2, 1999. The show was held at the Houston Raceway Park in Baytown, Texas. Chapter members gathered for this photo, with lots of them wearing red!

Virgil and Joyce Clemmer of Lake Lynn, Pennsylvania are the proud owners of this rare 1964 Falcon Sprint convertible. After doing some re-research, Virgil found that this Sprint's body style 76E was a special order from the Detroit district, with only 626 manufactured. It has a bench seat instead of the usual Sprint buckets. He purchased the car in 1996 with 59,034 original miles. Virgil has enjoyed Brian Sullivan's articles about the Sprint and plans on letting Brian know the whereabouts of this rare red beauty.



This West Coast Ranchero belongs to Brian and Maritza Cunnison of Laguna Hills, California. It took Brian four years to whip it into shape and he and Maritza have enjoyed attending most of the southern California events in the Falcon. It is mostly all custom and very red, with a HiPo 289 and various other features. Check out the classifieds if Brian is selling the car.



Falcon FAMILY FOTOS

Merle Boughton of Oskaloosa, Iowa became the owner of this 1966 Ranchero in 1994. He drove it home under its own power and the painful and expensive process of restoration began. Merle took no shortcuts and did a first class job. It was finished in time for the Springfield Nationals in 1996 earning his first trophy. Every show he has entered, he has received a trophy for the red car, usually first in its class. Merle says he couldn't have done it without the help of many FCA members, with special thanks to Mr. Jerry Miles and his dad of Oklahoma City.



Tom Reimer of Wichita, Kansas had always wanted a 1964 or '65 Falcon. He found this red one at Northwest Classic Falcons in Oregon and began a four year restoration. He decided to make it a car he could drive around town, run at vintage races and show. He entrusted Barry and Travis at Kansas Klassics in Sedgwick, KS with the job. They replaced many components and customized it into a real racing machine, complete with a 22 gallon fuel cell which takes up most of the trunk. Tom says he can't wait to get it out on a road course!



Bill Hanson of King's County, New Brunswick, Canada sent this photo of his red 1963 1/2 Falcon Futura which was built May 14, 1963 in Georgia. It was shipped to a dealer in South Carolina where it was sold for the first time. The Futura has a 1978 302 cu. in. engine with C.D. ignition, 600 C.F.M Holly 4 bbl and a weird intake manifold, 4 speed transmission and 3:50-1 rear end with traction lock. Bill writes that the Falcon enjoys many show & shines and is fun to drive. He bought it from a man who had owned it for 19 years and never drove it in winter.



Classified Ads -----

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must appear with a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price for the ad to run. Ads to run in more than one issue must be resubmitted each month. Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. ABSOLUTELY NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please e-mail ads to WCrosby63@aol.com. Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

NOTE: ALL ADS MUST INCLUDE YOUR LOCATION. IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.

Many Thanks to Althea Fleeman for her invaluable assistance!

FALCONS FOR SALE

For sale--2 1962 Ford Falcon Rancheros, both are fairly rough and need total restoration. Have titles for both cars and extra parts. \$800 for both. Call Tom at 806-359-9884. Amarillo, TX after 5:00 PM

1962 Deluxe 4 door Station wagon, 6 digit D,S,O., 179, auto, factory air, tinted glass, back-up lights, electric rear window, R&H original interior, no cracks, but apart at seams. Needs front clip, hood OK. \$1000. Ronnie Crawford, 66 Pearl, #407, Denver, CO 80203. 303-722-7231

1963 Falcon Futura, convertible 6 cyl., 170 4 speed, bucket seats, console mint, total restoration, Jack, 248-288-0873, \$9,000 OBO. Clawson, MI

63 Ranchero, 6 cyl stick runs \$500, 63 2 Dr Sdn, daily driver \$950, 64 2 dr Sdn body, no running gear, set up for big block \$300, 62 4 dr stick, great running 6 cyl, \$400. Tony Jones, 201-447-6396 (NJ) or 860-643-6501 (CT)

1963 four door sedan, factory V8, four speed, R&H, needs brakes & TLC. \$1200. Ronnie Crawford, 66 Pearl, #407, Denver, CO 80203. 303-722-7231

1964 Falcon 2 Dr Sedan 6 Auto engine and tranny recently rebuilt. New fenders, floors, and gas tank. \$750. 1966 Falcon 4 Dr Sedan, 6 cyl. 3 speed stick. 57000 original miles. Body is solid. Doors have been repaired. Engine is out of car but will be reinstalled. \$400. Richard Brown, rbrown@testman.com, 603-893-3113, PO Box 701, Windham, NH 03087

1965 Ranchero. completely gone through. 400 hipo, b&m trans. Too much to put into ad. Lots of spares. Asking \$14,500.OBO. This car has been our life for the last 5 years. Brian & Maritza Cunnison, 25886 Evergreen Rd., Laguna Hills, CA 92653. 949-581-9842

1965 Ranchero, rare 66H, factory buckets and console, 289, C4, ps, new Vintage air, under dash AM/FM stereo cassette, 89,000 miles, Turquoise w/ white inserts & roof, black int, Michelins, wires. Numerous FCA National trophies. Excellent driver. \$10,000 OBO. Consider partial trade of '60-'62 2dr. sedan, Futura, '66 Ranchero or Sport Coupe driver, no show cars. Ray Roberts, 12272 W. Atlantic Drive, Lakewood, Colorado 80228, 303-986-8932, ckrobert@Jeffco.K12.co.us

1966 Ford Falcon Ranchero, 289, Factory 4 speed, 2 brl, interior disassembled but have all parts. VERY RARE, \$4,000 firm, AS IS! Also, 1968 Ford Falcon Futura, 2 door Sedan, 289, 3 speed on column, straight drive. White with turq. exterior. 1074 Haven Heights Dr., Bedford, VA 24523. 540-586-5294.

1966 Falcon 2dr. Sedan needs a good home. Original 200, with 3-speed manual. White with red interior, never wrecked, body excellent, 99.5% rust free. Many, many spare parts, many NOS. Spare set of bucket seats. Have original AC setup for car. \$3000 OBO. Call John for details, 407-633-0198 or email: jig@digital.net. Cocoa, FL.

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'64 sprint H/T 289 Auto	\$800
'65 Furtura H/T 289 Auto	\$1,000
'65 Sedan Delivery 302 Auto	\$2,000
'66 Ranchero 289 Auto	\$1,200
'65 Deluxe Econoline truck	\$800
'65 4 dr Futura Wagon	\$400
Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019, 314-228-4501 or jbranson@mail.win.org	

PARTS FOR SALE

Left and right doors from 64 Falcon Sprint Convertible. Both have glass, no Sprint emblem or arm rest. \$75.00 each plus ship. Carl McKee 775-727-5626, Pahump, NV.

1963 Falcon NOS: Deck Ornament \$225, V-8 arm and bushing \$175, 6 cyl muffler \$65, hood hinges, do not take springs \$50 pr, 6 cyl exhaust manifold \$185, convertible top sw \$45, backup lamp kit w/wire \$110, steering wheel with ring \$250, many more. Frank G. Stewart 440-282-6277, Ohio.

Parting out a 1963 Falcon Futura Convertible. Drove it home, took it apart and it's too hard to put back together. Dave, 517-321-5192, Lansing, Mich.

1963 Falcon NOS convertible top sw \$45, 6 cyl. muffler \$65, steering wheel with ring \$250, temp cable \$40, V-8 arm & bushing \$175, 6 cyl exhaust manifold \$185, 6 cyl std shift radiator \$110, Foxcraft skirts and scuff plates \$250. Many more, Frank G. Stewart 440-282-6277, Ohio

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PARTS WANTED

Driver's side armrest for 1963 4 door sedan. Tan color, good condition. Call Jim. 913-685-1079. Kansas City.

Bed Chrome for 1965 Ranchero. Ken Mihok, 8 Chain Blvd., Bayville, NJ 08721 732-269-0889 or kmihok@webtv.net

Wanted 65 Falcon driver's side red arm rest, red seat belts and dash

clock. Also 64 Falcon 4 pc. accessory blue floor mats. Bill 604-944-5945 or falconaround@home.com. WA

V 8 260, 2 speed transmission, rebuildable and transmission converter. Harry Horton, 200 Garnet Ave., Mt. Laurel, NJ 08054. 609-235-3731 or peagan1aol.com

Wanted for 1961 Ranchero: radio repair panel and bucket seats. Roger Spegal 606-356-0704 or Rspegal@aol.com. Crittenden, KY



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the car went down the assembly line, but it will be a good approximation.

Before surveying these date codes, a review of the early Sprint timeline would be helpful. As early as June 1962, a Falcon Sprint prototype, with the V8 engine, was photographed at Ford. In December 1962, a Ford sales brochure announced and described a new trim package, the Falcon Sprint. The brochure is listed in Phil Cottrill's important (and sadly out of print) book, "The Ford Falcon: 1960-1963", as Ford brochure #FDC-6303. In it, the features we all know as part of the Sprint were listed, with the notable exception of the 260-V8 engine. Instead, the Sprint described in that brochure listed the 170 six-cylinder engine as the only available powerplant. However, plans changed rapidly. Few other mentions of a six-cylinder Sprint were ever published by Ford. Between December 1962 and February 1963, Ford was basically silent on the subject. However, on February 8, 1963, Ford publicly and widely announced the availability of the Falcon Sprint, equipped with the 260 V8 as standard equipment, without ever mentioning the six-cylinder Sprint again. So, what we have is a 30-45 day period in Sprint history where I am not quite sure what went on within the Ford bureaucracy. Further examination of the Ford archives could shed a great deal of light on this subject. I have an opinion on what happened during that time, but we will discuss that in the next installment of this series.

The earliest V8 powered Sprint in the database is Atlanta-built Sprint #139950, with a scheduled build date of February 5, 1963. A San Jose-built Sprint, #148555, is next in the list, with a build date of February 19, 1963. Lorain's first Sprint in the list is #176855, built February 13, 1963 (I have another, earlier Lorain car, #185450, with a build date of January 25, 1963, but because of the non-consecutive series number I am suspicious of this entry). There are only eight February 1963 Sprints in the database. However, there are 33 March 1963 Sprints entered in the list, a four-fold jump in one month. Ford appears not to have started Sprints into the production pipeline until dealers' orders were "in hand".

1963 production ended sometime around the middle of August. The last San Jose Sprint in the registry, #182758, shows a scheduled build date of August 5, 1963. Atlanta's last entry, #195003, was built on or about August 6, 1963. Lorain finished with #251268, with a build date of August 2, 1963.

The first 1964 Sprint in the database has the very low series number of 100979. It is a Lorain-built car, but unfortunately is missing its door plate. Considering the high volume at Lorain, this car has to be from the first week of 1964 production. The next Sprint in the regis-

try from Lorain, #101518, has a build date of September 9, 1963. Lorain ended the year (at least in the registry) on July 16, 1964 with Sprint #231564. Kansas City started with #108259 (no date code given), and ended on July 21, 1964 (#248087). San Jose began with #102285 (September 23, 1963), and ran through at least #170890 (April 29, 1964). This abbreviated date probably has a lot to do with the introduction of the Mustang that month and its famous relationship with the San Jose plant. Metuchen's first 1964 entry is #102990, built September 23, 1963. The last entry from that plant is #167041, built June 4, 1964.

Most of the 1965 Sprints in the registry were built in Lorain. The first 1965 Lorain Sprint is #104323, a hardtop, built August 14, 1964. The last one is #261237; a hardtop built June 3, 1965. The few Metuchen-built 1965 Sprints in the database fall within those dates.

At points within the registry we can get a glimpse of the daily production rates of the various Falcon Sprint-producing plants. In March of 1963, there are several Lorain Sprints built on consecutive days. In the database are #189167 (built 3/12/63), #189580 (3/13/63), #189902 (3/13/63), #190502 (3/14/63), and #190511 (3/15/63). A bit of rough arithmetic tells us that Lorain was producing a little more than 300 cars per day that week, of all types, not just Sprints. During January 1964, we can look at what was happening at San Jose. Sprints #136575 (1/15/64), #136726 (1/14/64), #137283 (1/17/64), #138085 (1/24/64), #138344 (1/21/64), and #139073 (1/23/64) came off the line in the last half of the month. By comparison, that averages about 200 cars per day, not surprising given the fact it was a winter month and the official introduction of the Mustang was less than 90 days away. Note the transposition of the series numbers in a couple of instances, proving that the relationship between series number and scheduled build date was imperfect.

However, just before this part of the article series was finished, I let another Sprint expert look at the database to try and find an answer to this VIN sequence problem. Paul Jechura noticed what I had missed. If the database is sorted by series number, then by color, the answer was obvious. Ford grouped these cars by exterior color as they went down the line, which resulted in the slightly out-of-sequence pattern.

One future benefit of this study is to help those Sprint owners missing their door plates to approximate their build dates by comparing their VIN with others in the database. A few final thoughts about this data. First, these beginning and ending dates only demonstrate the range of dates in the registry, not what actually happened. I think that they are close, perhaps within a week or so. Second,

it is not unheard-of for Ford to misstamp door plates. Finally, Sprint production throughout the database appears to be higher in the spring months (March-May), than in other months. While not surprising, there are a variety of factors that could be skewing that result. I would take this as an interesting fact without placing too much weight in it without further research.

In the final part of this series, we will look at the remaining door plate codes. Then we will wrap up this discussion with a brief look at some Sprint variants, including the elusive six-cylinder Sprint.

If anyone else wants to look at the raw data that forms the basis for this study, you can view it on the Internet at <http://www.best.com/~loadchec/sprint.html>. There will be a link from that page to my email address should you have additional insights. As always, I would welcome the chance to discuss the project with anyone who has input. Keep sending in those Sprint VIN numbers and door plate codes! We are well past three hundred cars on our way to the goal of 363! My email address is sullivan@tritel.net and my mailing address is 950 Hastings Horseshoe, Powell, WY 82435.

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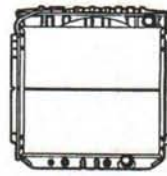
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MISCELLANEOUS WANTED

Anyone having photos of the Carolinas
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The Carolinas Chapter was so busy
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some for the club scrapbook. Thanks.

I'm needing a diagram (or pictures) of
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master cylinder, need to know about
the other stuff. Bill, 812-546-5770,
e-mail 66falcon@iquest.net

I am an American, living in Germany.

My wife and I purchased a home in
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We are interested in knowing
whether there are any Web sites that
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“JOHNNY FALCON”

— da Bronx —



John Calabro of Bronx, New York joined the Falcon Club of America in October of 1998 and says "it's the best \$25. I ever spent! It's great to see that the Falcon has survived in other states and countries throughout the world. I fell in love with this car years ago when I was about fifteen years old. A friend had a 1960 2 door sedan and I swore that when I got old enough I would pick one up."

"Johnny Falcon" is what the guys at the cruise nights call him when he shows up with his 1963 2 door sedan. He says "it's great when I take the Falcon to cruise nights and car shows down here in the Bronx and Westchester. I stand out at these shows. Nobody's got a Falcon, there are Chevys, Plymouths and Pontiacs, but no Falcons! I love it!"

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